

PIPELINE ROAD DESIGN PROJECT

COMMUNITY INFORMATION SESSION

WELCOME

Thank you for attending the third community information session for the Pipeline Road Design Project.

WE WANT TO HEAR FROM YOU!

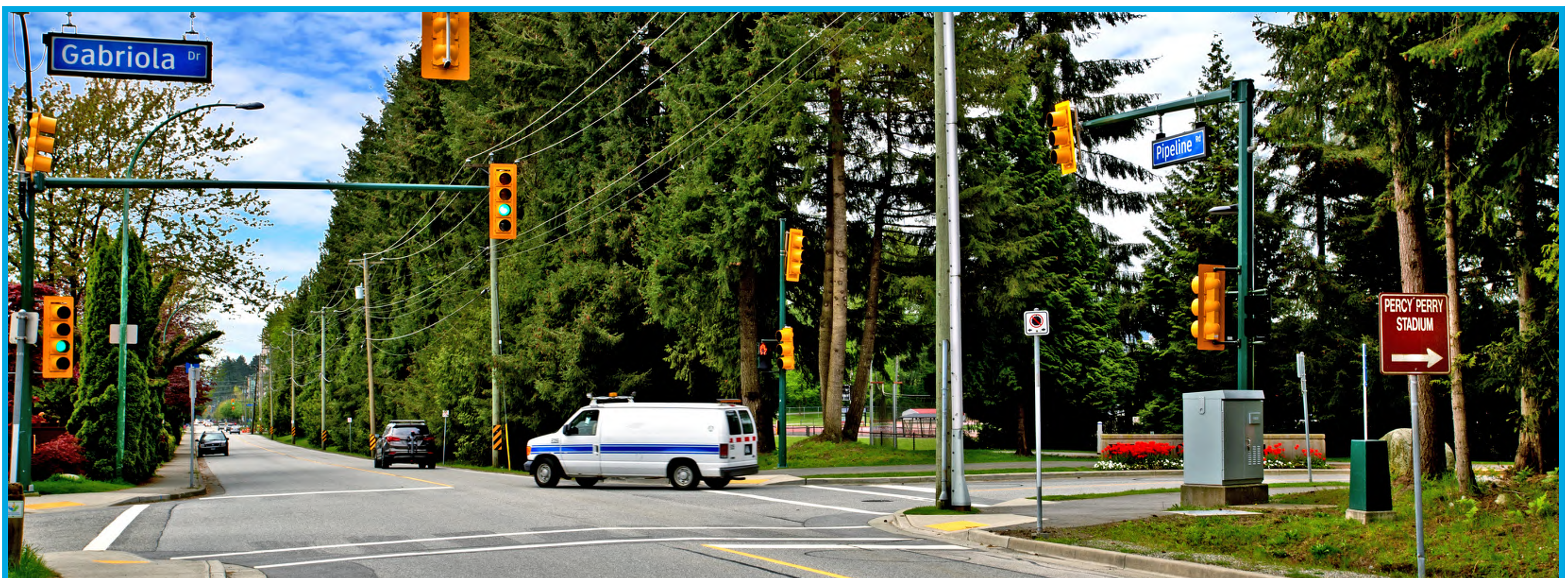
Please provide your feedback by **Friday, June 22, 2018**.

- You can provide us with your feedback by completing the online feedback form at coquitlam.ca/pipelineroad

How feedback will be considered?

Community feedback will be considered along with technical, environmental, park landscaping, and financial aspects in the upcoming detailed design of Pipeline Road.

This is the final public information session for this project.



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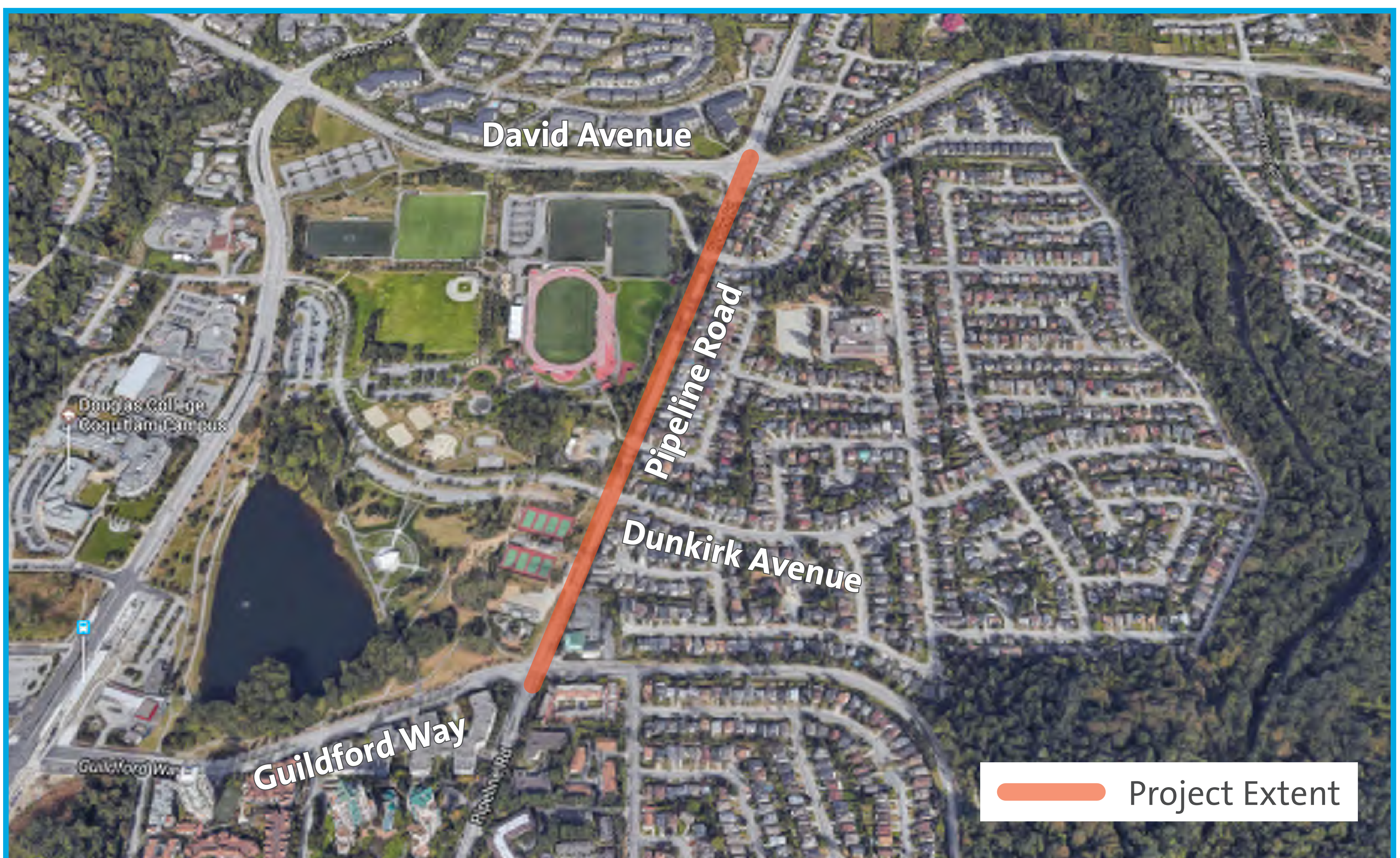
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COMPLETING THE STREET

Coquitlam is underway with the design work to complete Pipeline Road between Guildford Way and David Avenue. This arterial road serves the City Centre and Northeast Coquitlam.



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TIMELINE

Design Process

Open House 1 – Design Considerations

May 24 & 27, 2017

Open House 2 – Design Options and
Evaluation Criteria

November 29, 2017

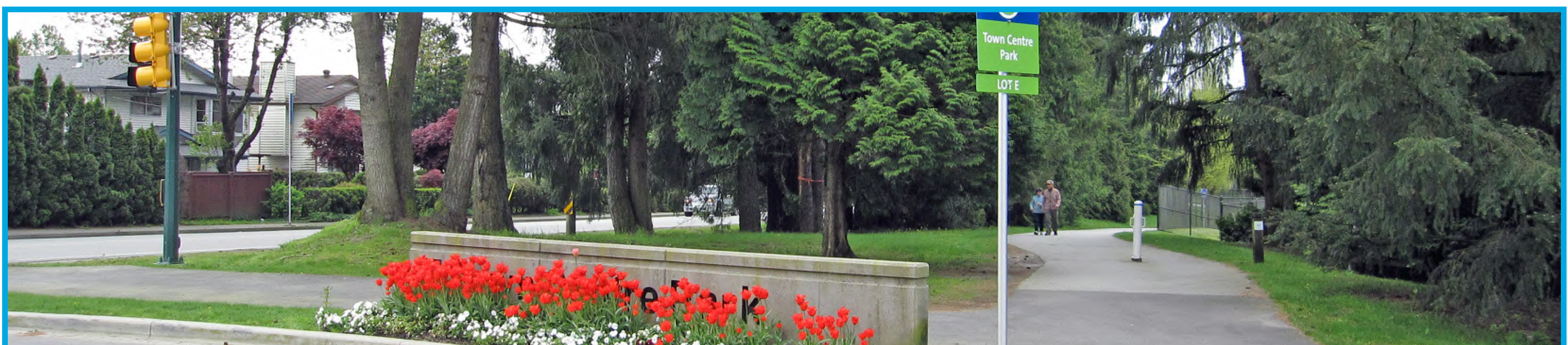
Open House 3 – Selected Design

June 6, 2018

**WE ARE
HERE**

Detailed design will begin shortly.

Estimated construction window: fall 2019 to fall 2020.



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GOALS & BENEFITS

Project Goals:

- Complete the street to better serve all users
- Support existing development and future growth
- Enhance mobility for area residents
- Support the Town Centre Park Master Plan
- Design a cost-effective street
- Support the arterial street role as a primary mobility route
- Balance environmental impacts, available space and community needs
- Consider on-street parking during off-peak hours, where feasible

Benefits:

- Improved operations and safety for all users
- Improved aesthetics and lighting
- Enhanced pedestrian facilities
- Enhanced gateway to Town Centre Park



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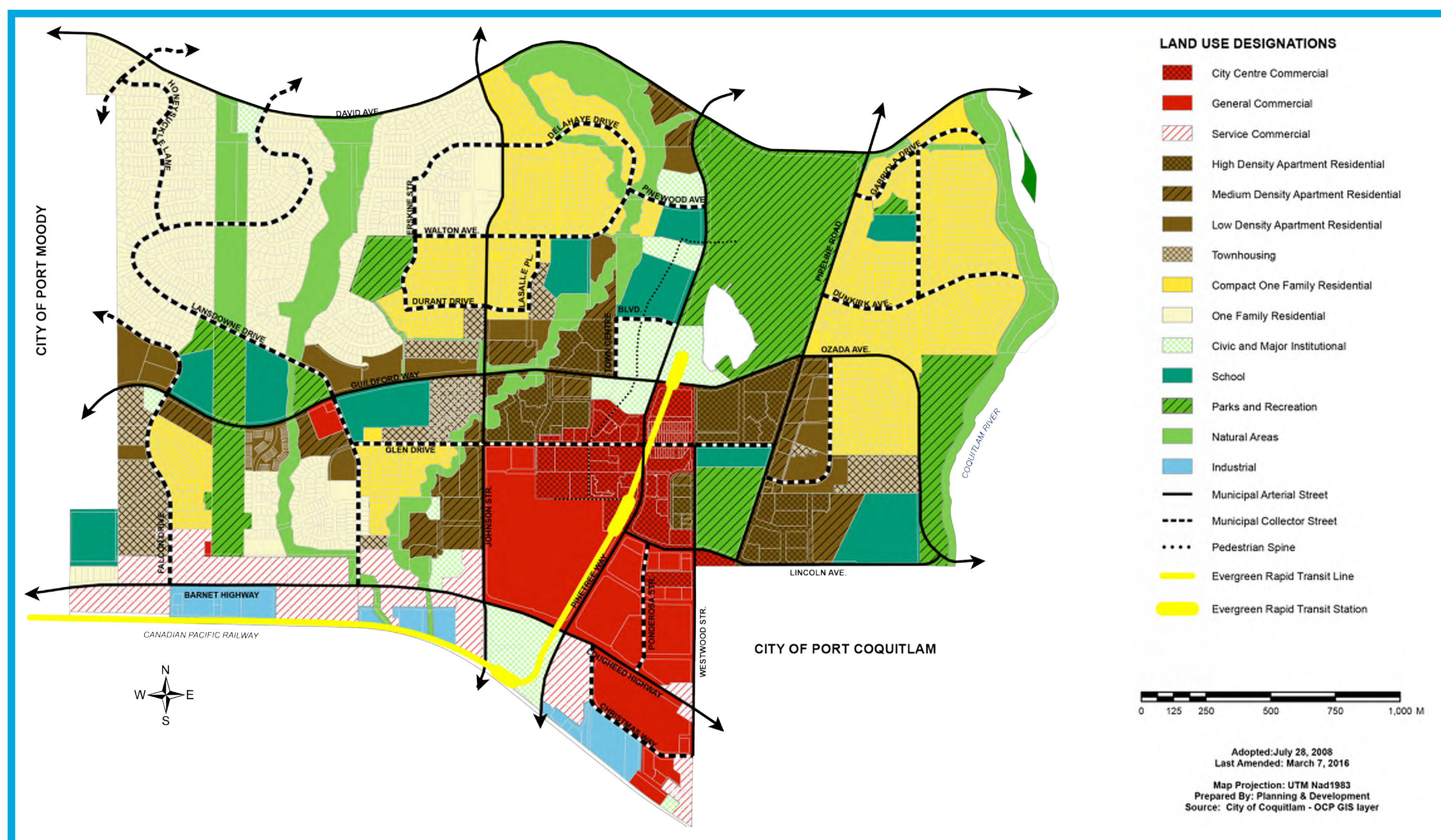
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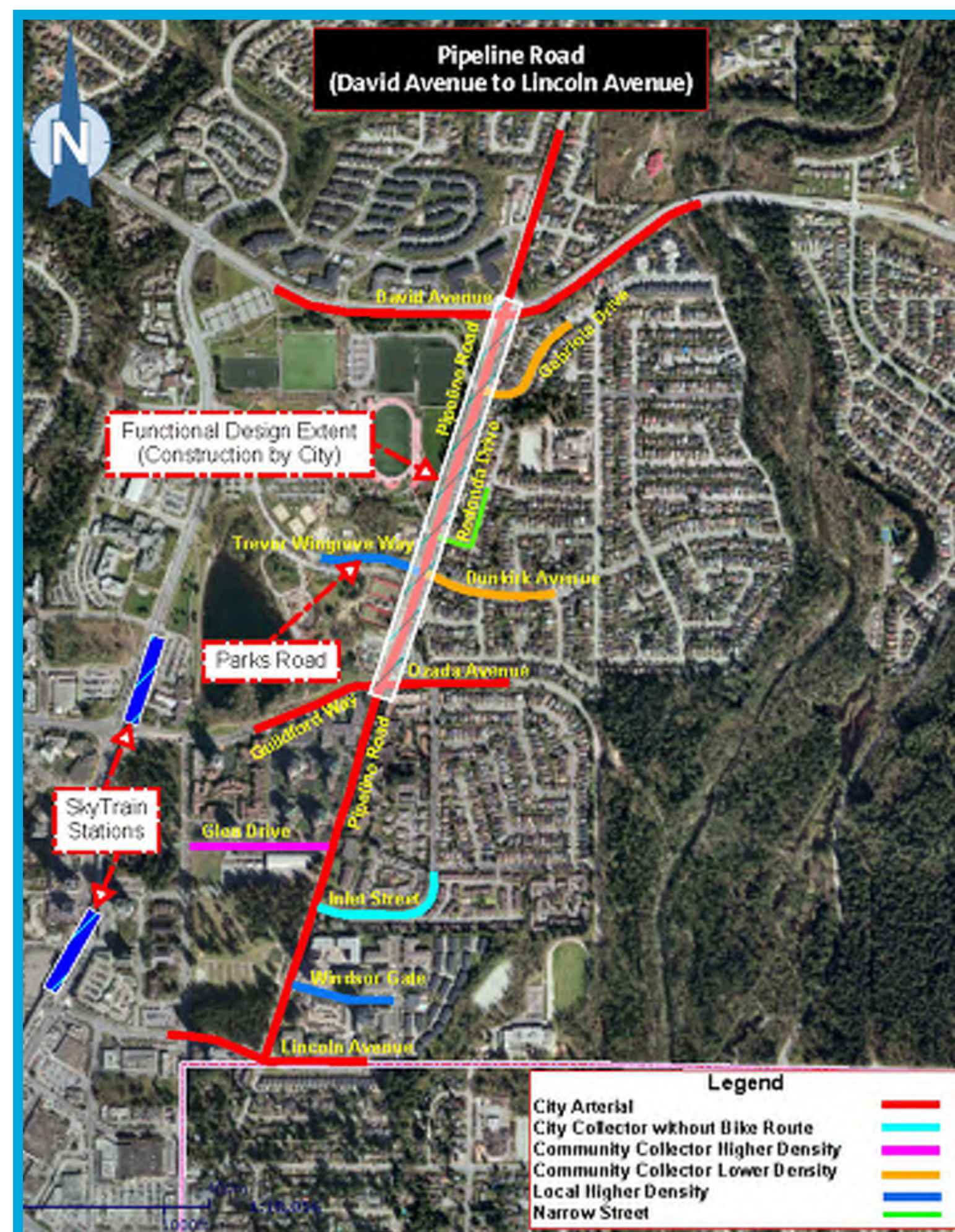
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PLANNING CONSIDERATIONS FOR THE AREA

Land Use Plan for City Centre



Road Network Plan adjacent to the Project Area



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WHAT WE HEARD

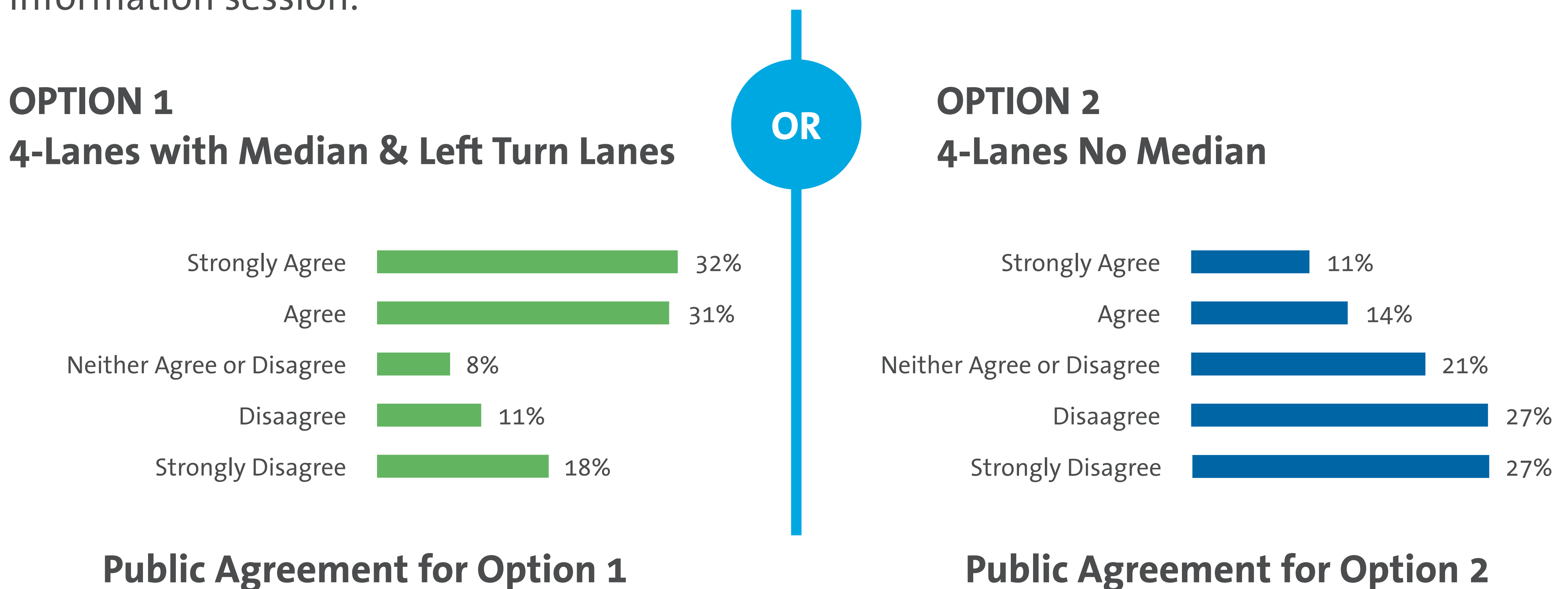
Thank you to everyone who provided their input through Phase 2 of our consultation in November 2017.

For the segment of Pipeline Road from Redonda Drive to Gabriola Drive, participants were given a choice of two options:

OPTION 1: 4-lane roadway with a centre median and left turn lanes; or

OPTION 2: 4-lane roadway without a centre median or left turn lanes in order to lessen impacts to trees within the road right-of-way.

The following graphic shows how the public ranked the two options presented at that information session:



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KEY THEMES AND COMMENTS WE HEARD FROM THE PUBLIC INCLUDE:

Pedestrian & Cycling Safety:

- Some preferred to see dedicated on-street bike lanes rather than a multi use path, although that would require additional road widening.

Landscaping:

- A median provides landscaping opportunities although may require more existing tree removal.

Vehicle Safety / Capacity:

- Dedicated left turn lanes will support improved traffic flow & safety.
- The median option will provide a safety buffer between opposing traffic; the no median option could cause increased speeding and head-on collisions.
- Some thought Pinetree Way should support additional traffic rather than Pipeline Road.

On- Street Parking:

- Residents concerned about parallel parking availability once the road has four lanes.

A detailed summary of the Open House 2 feedback, which was presented to Council-in-Committee on Feb. 26, is available on the project website: coquitlam.ca/pipelineroad

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DESIGN OPTION ASSESSMENT AND SELECTION

A Multiple Accounts Evaluation (MAE) process was used to assess the two short-listed options to improve Pipeline Road based on feedback in Phase 2 on the criteria that should be assessed.

Several factors were considered based on the following accounts:

Positive ● Neutral ◐ Negative ○

	Account	Objective (Performance Indicators)	Option1: 4-Lane with Median	Option 2: 4-Lane - No Median
Transportation	Vehicular Mobility / Safety	Accommodate future traffic conditions [traffic performance (Level Of Service), queuing, vehicle collisions reduction]	●	◐
	Bicycle Mobility / Safety	Accommodate and improve cyclist movement and safety [cycling facilities, separation from vehicle traffic]	●	●
	Pedestrian Mobility / Safety	Accommodate pedestrian movements and safety [pedestrian facilities, separation from vehicle traffic, accessibility for people with disabilities]	●	●
	Transit Accommodation / Opportunities	Accommodate transit mobility, passenger safety, maximize future transit (multimodal) opportunities [transit facilities/ lanes, transit stops/ shelters]	◐	◐
	Parking	Accommodate the on-street parking [parking availability, accessibility, configuration]	●	◐
	Accessibility	Minimize impact to existing driveway [maintain existing access arrangements and movements]	◐	◐
	Consistency with Neighborhood / Transportation Plan	Maximize consistency with neighborhood plans and other transportation plans [qualitative]	●	●

	Account	Objective (Performance Indicators)	Option1: 4-Lane with Median	Option 2: 4-Lane - No Median
Socio-Community	Impact to Local Residents	Minimize impact to local residents [qualitative]	◐	◐
	Community Severance	Minimize impact to existing and future transportation system access / mobility [movements / mobility to side streets]	●	●
	Noise and Vibration	Minimize impact from noise and vibration [shift traffic away from homes]	◐	◐
	Aesthetics	Maximize visual appeal [qualitative]	◐	◐
Environmental	Land Requirement	Minimize land requirement [none required, use existing right-of-way]	◐	◐
	Greenhouse Gas Emissions	Minimize the amount of greenhouse gas emissions [vehicle traffic volumes and stop frequencies]	●	●
	Impacts to Trees / Natural Environment	Minimize the impact to existing trees, maximize the environmental compensation [number of trees removed, amount of trees / green space replaced]	○	○
Financial	Construction Cost	Consider capital costs	◐	◐
	Operating & Maintenance Cost	Consider annual maintenance costs	○	○

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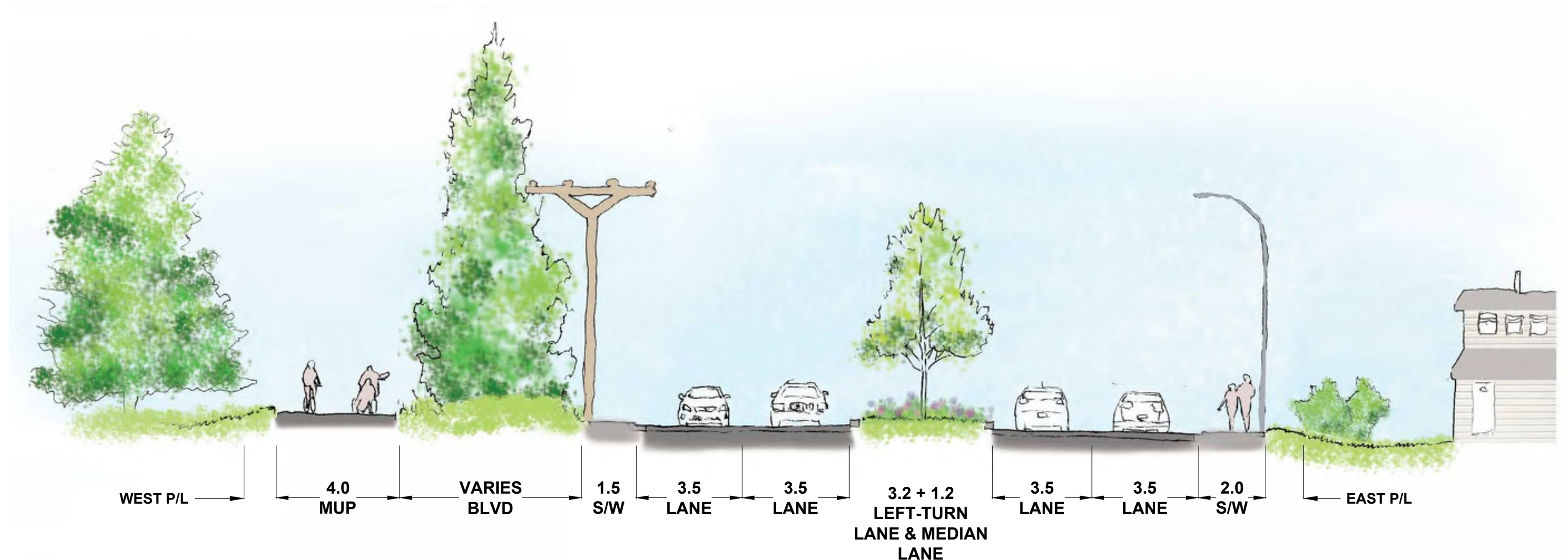
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OPTION SELECTION

Both options meet the objectives identified in the evaluation criteria; however, when considering the public's support, emphasizing safe operation of the roadway, and future parking opportunities, **Option 1: 4-Lanes with Median & Left Turn Lanes** has been chosen to move ahead as the selected option for detailed design.



Selection Rationale for Option 1: 4-Lanes with Median and Left Turn Lanes

- Allows for a landscaped median to offset tree removal on the west side of the right-of-way;
- Allows for more on-street parking during the off-peak hours (evening and weekends);
- Improved safety and mobility for vehicular travel as northbound and southbound left turns lanes will be provided at all intersections;
- Supported by approximately two-thirds (63%) of the public responses received during the previous information session.
- Supported by Engineering and Public Works;

The next boards show the functional design plans and cross-sections of the selected option, which will now be taken into the detailed design phase prior to construction.

What do you think?

Please review the selected option and let us know your final comments by completing the feedback form online at coquitlam.ca/pipelineroad.

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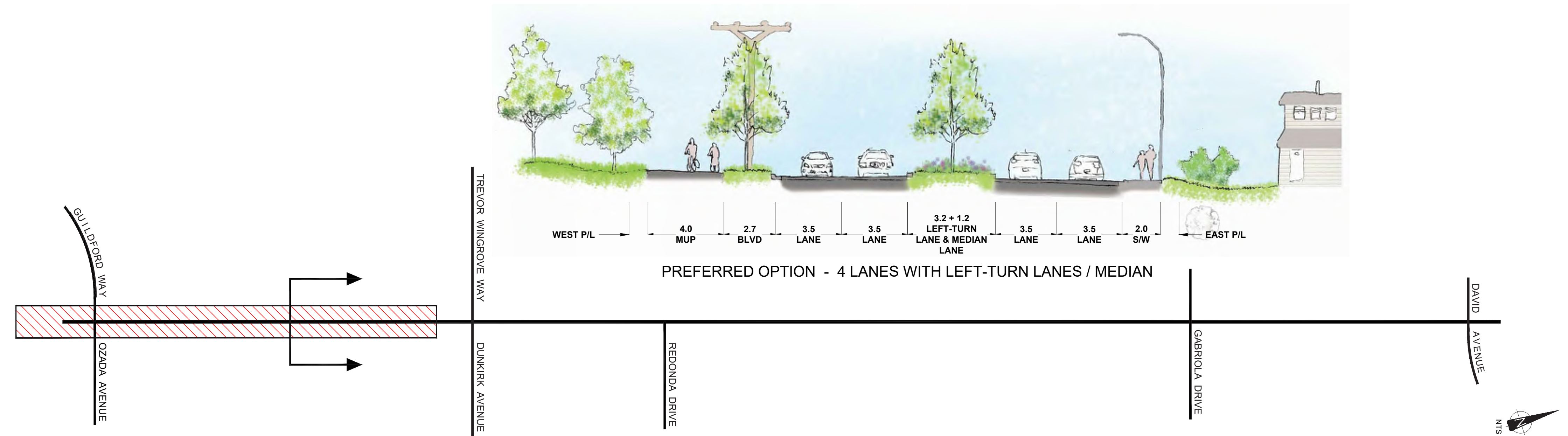
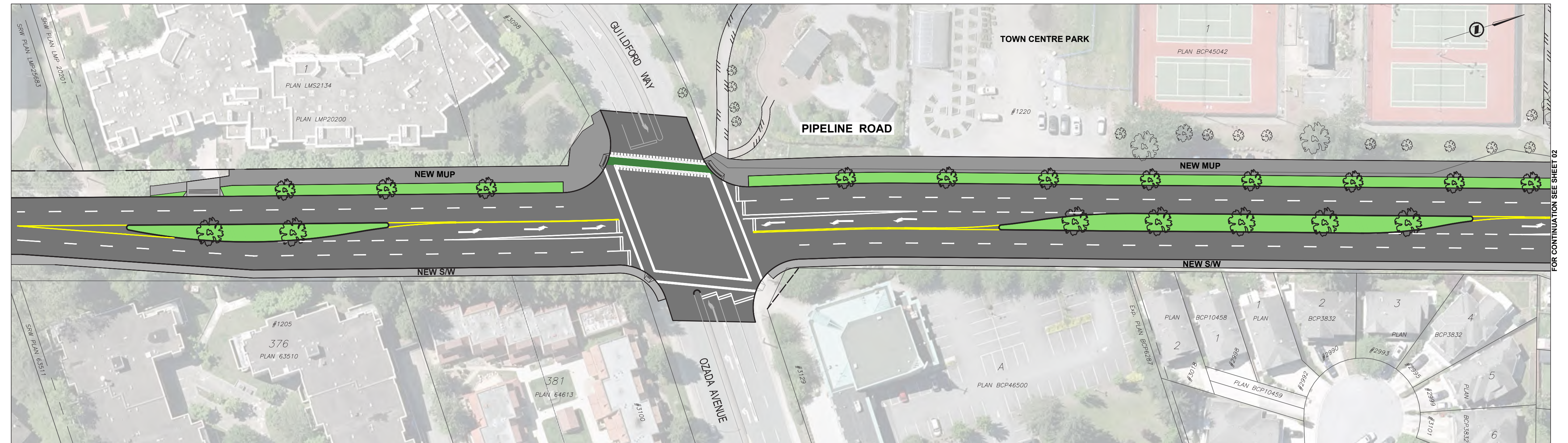


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GUILDFORD WAY TO REDONDA DRIVE



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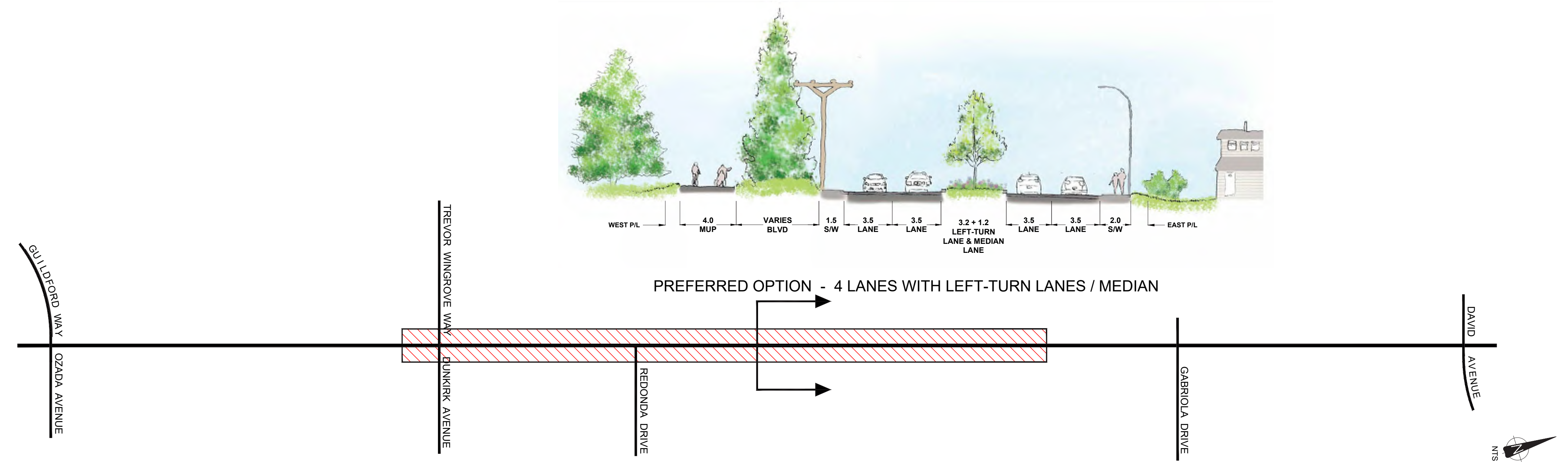
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REDONDA DRIVE TO GABRIOLA DRIVE



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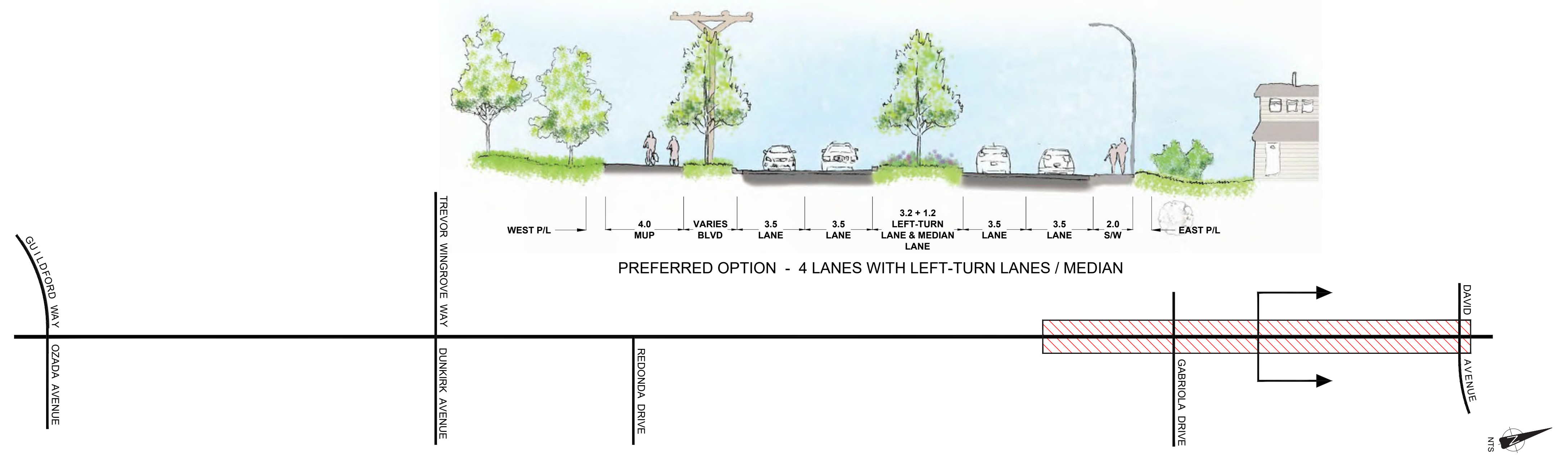
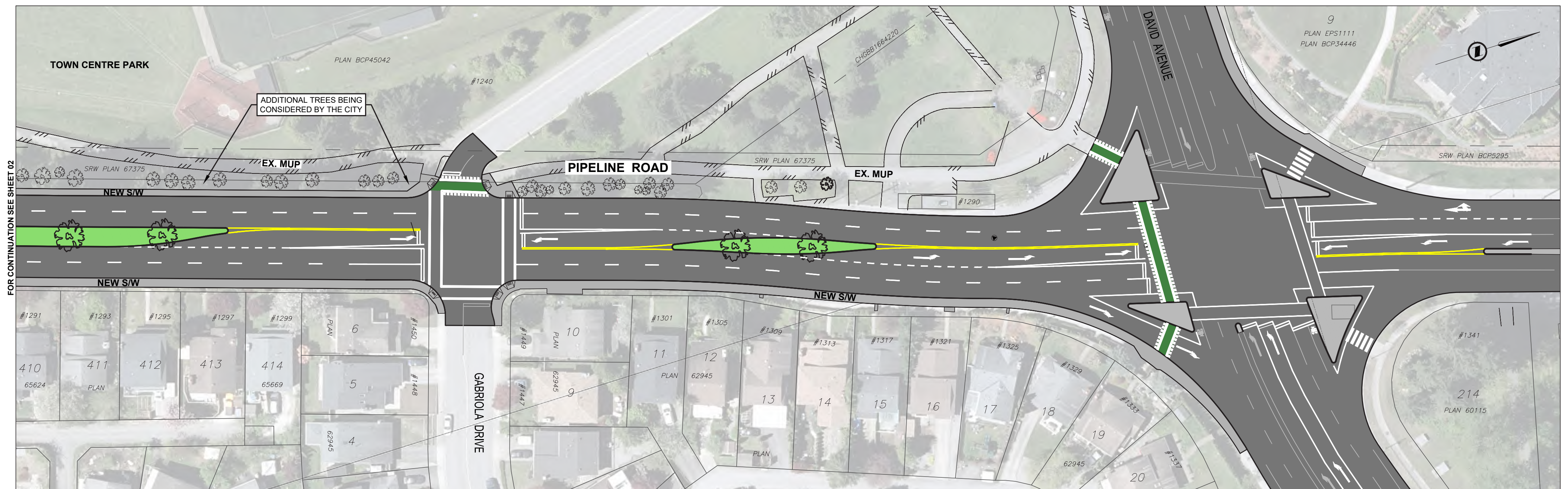
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GABRIOLA DRIVE TO DAVID AVENUE



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NEXT STEPS

- Review the final public feedback provided.
- Start the detailed design including a landscaping plan before construction.
- Metro Vancouver is currently in the design process for the Coquitlam Main No. 4 water distribution project. Engineering staff will coordinate the design and construction schedule with Metro Vancouver to minimize disruption to the neighbourhood, minimize construction costs and re-work, and achieve a better finished product for both projects.
 - Please visit the Metro Vancouver display at this event for more information
- Construction schedule estimates:
 - **Metro Vancouver Water Main Project** – Fall 2019 to Spring 2020
 - **City of Coquitlam Pipeline Road Improvement Project** – Spring 2020 to Fall 2020
- Before construction, a traffic management plan will be developed by Metro Vancouver and the City to reduce disruption and delays to local residents, Nestor Elementary School, and TransLink bus route #189.
- Watch for notifications, construction updates and detours over the next two years as we work to complete the two consecutive projects. We will continue to update the public via our website, social media channels, and the Pipeline Road email listserv. Sign up for updates at coquitlam.ca/pipelineroad.

WE WANT TO HEAR FROM YOU

Please provide your final feedback by Friday, June 22, 2018. You can provide us with your feedback by completing the online feedback form at coquitlam.ca/pipelineroad.

THANK YOU FOR YOUR PARTICIPATION!

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